

DRAFT Longer Term Local Transport Strategy

Introduction

1. Surrey's Local Transport Plan objectives, strategy and programmes are primarily intended to form transport's contribution towards delivering our Community Strategy. Within the Community Strategy, the vision for Surrey in 2020 is of a county of distinctive, confident, caring, creative and safe communities, where individuals and organisations have taken responsibility for resolving the many challenges that the county faces.
2. This vision has been shaped following extensive consultation with the public and organisations in Surrey. It is intended to offer a common sense of direction from the Surrey Strategic Partnership to the organisations represented on it, and other public service, voluntary and business organisations and the public themselves. Key to achieving the vision by 2020 will be the attitudes and behaviours of individuals and organisations, recognising the need to change and the degree to which public service, voluntary and business organisations provide leadership and co-operate effectively with each other.
3. The Local Transport Strategy is also in accord with the objectives and policies of the Regional Transport Strategy for the South East.

Vision for the Local Transport Strategy

4. Within the Community Strategy, the specific vision for travel, access and mobility in Surrey is as follows:-

“Getting around the county will be easier with transport increasingly integrated and locally managed with incentives and more options to reduce congestion and pollution. People in Surrey will not automatically choose the car as their first choice as there will be attractive alternatives, giving more options in terms of the time of day that people can travel and the types of transport available. Travel options will be better organised through travel interchanges around the county. In addition the county will be looking to take advantage of the airports by developing good links to the airports around the county, helping a range of support industries thrive.”

5. To this end, the Strategic Partnership, which has helped to develop and shape the Community Strategy, has decided to establish a Countywide Transport Plan Partnership from within its members. This Partnership has the remit of both ensuring that short, medium and long term transport strategies and programmes are fully focussed on delivering the vision for 2020, and that those key areas of activity are identified, where the organisations concerned can exercise determined leadership, often through personal example. Similarly, in terms of local detailed delivery of transport objectives, district and borough based Transport Partnerships will be set up, which will have a particular remit to address the programmes determined by the Local Strategic Partnerships, and the transport related elements of other strategies, such as crime and disorder.

Component Elements of the Surrey Local Transport Strategy

6. Elements of our Local Transport Strategy are encompassed within a number of policy and strategy documents. Under the overall framework of the Community Strategy, these comprise the longer term strategy for transport for the period up to 2020. There has

been considerable effort to ensure that the overall long term strategy for transport within these various documents is cohesive and integrated. The Strategy itself is an evolving one, and thus this statement will be revised from time to time in order to reflect changing circumstances. The main policy and strategy documents that are incorporated into this policy statement are:-

- Surrey's Community Strategy, produced in 2005 and applying to the period up to 2020
 - The Surrey Structure Plan, produced in 2004 and representing the County's spatial planning strategy up to 2016 – within three years from its adoption, it will be replaced by the South East Plan and the first round of district Local Development Frameworks (LDFs), but will provide the policy basis for the development of the latter
 - The Regional Transport Strategy (RTS), which was adopted as Government policy in 2004 within RPG9, and which is forming a core element of the evolving regional spatial strategy, known as the South East Plan
 - The County Council's corporate Medium Term Strategy (MTS), produced in 2005, and which sets out general policies and overarching strategies for our activities, including transport, for the next 3-5 years
 - The second Local Transport Plan, the final version of which will be produced in March 2006, covering the period from 2006 until 2011, and which will include comprehensive short term transport policies and strategies
 - Various other County strategies, such as the Rural Strategy and the Economic Strategy, both of which are currently in revision
7. The Local Transport Strategy is an integral part of the wider planning and policy framework at the corporate level, and concentrates on principles and objectives, rather than schemes and targets. Detailed schemes and targets for the period from 2006 unto 2011 may be found in the second Local Transport Plan, and these will also be developed for future Transport Plans.

Surrey's Transport Objectives

8. The long term Local Transport Strategy envisages that the five key objectives identified in the second Local Transport Plan will remain a priority focus for the period up to 2020. The second LTP strategies to be implemented up to 2011 will move Surrey in the right direction to achieve the objectives, but the full impacts will only be felt in the longer period. The strategies that will need to be implemented beyond 2011 to continue to address these objectives will also be heavily influenced by the pattern of development determined within the regional spatial strategy, the South East Plan. Within the five LTP objectives, there are strategy elements which will address the objectives of the Community Strategy itself, together with the other main policy documents described in paragraph 6 above.
9. The five key objectives, together with a description of how strategies will evolve in order to achieve them, and how they will contribute towards the transport objectives of the Community Strategy and the identified areas of action, which have been identified within the Community Strategy, are set out below:-

- **Tackling congestion to limit delays.** Achieving this objective requires a strategy based on a combination of smarter traffic management measures, travel planning initiatives, passenger transport and local road schemes. Providing effective flows of information to all road users is an important element, together with transport options that reflect and meet consumer needs. In order to influence attitudes to the car and to public transport, particularly buses, it is necessary to give people real and affordable choices, which will also reduce dependency on any single mode of transport. Sophisticated and locally based plans covering parking strategies and charging will be introduced as part of a comprehensive traffic management strategic approach. Traffic management measures will also require the application of co-ordinated road maintenance plans, which will be achieved through the work of the Traffic Manager and the overarching application of the Surrey Transport Asset Management Plan (STAMP) principles.
- **Increasing accessibility to key services.** The strategy chosen to achieve this objective is centred on tackling areas of poor accessibility by working in partnership with the community and using the specialist Accession software to identify and confirm problems, and then to determine suitable public transport and other measures to improve access to key local services. Better integration of public transport services, with a co-ordinated approach to timetables is an important element of the strategy, together with implementing user friendly ticketing and fares structures. Providing efficient and attractive travel interchanges is another crucial element of the strategy. These need to facilitate end to end journey requirements, and offer pre-booking and online ticketing, with smartcard technology and a simplified approach to ticketing in general. Travel interchanges need to accommodate parking arrangements for cycles, powered two wheelers and cars, with, again, simplified combined ticketing. Access to key employment areas is also important, particularly airports, which is also a priority for many airport related businesses and others, and thus there is a need to understand and respond to demand for airport access. Finally, to achieve the most effective accessibility, it is necessary for all the players in a partnership to agree integrated strategies, policies and plans and to ensure that transport options are closely aligned to service provision.
- **Improving road safety and security.** The safety strategy is designed to make Surrey an even safer and more secure place in which to travel, reducing the number of road accident casualties, particularly among children.
- **Enhancing the environment and quality of life.** The particular areas, which are a priority for the strategy designed to achieve this objective, are those of poor air quality and high levels of road traffic noise. It is recognised that strategies to tackle these problems are likely to require at least 10-15 years to be effective. The strategy also recognises the important role of the car, but encourages a more effective use of cars in order to minimise pollution, as well as reducing traffic congestion.
- **Improving management and maintenance of the transport network.** Our strategy to achieve this objective, indeed an approach designed to strongly influence all our activities, is that set out in the Surrey Transport Asset Management Plan, which is a strategic one that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the transport infrastructure to meet the needs of current and future customers. The application of the principles within STAMP will enable us to determine the cost

and appropriate maintenance regime for our assets over a long period of time, as well as enabling us to consider alternative approaches, according to the usage of the assets and the availability of resources.

How the Surrey Local Transport Strategy will help achieve the objectives of the Community Strategy

10. Surrey's Community Strategy is divided into six themes, and the long term Local Transport Strategy is intended to assist in achieving the vision and meeting the objectives for each of these themes. The following table sets out how the strategy elements will help address the key objectives of the Community Strategy.

Relating the Local Transport Strategy to Delivering the Community Strategy

Theme and Vision	Key Objectives	Detailed Transport Strategies leading up to 2020
<p>1. Economic development in Surrey</p> <p><i>Surrey will still have high employment rates with a more mixed and balanced economy. More creative businesses will have been attracted to Surrey as well as a greater proportion of micro and home based activities. There will also be a strong move to a more dynamic relationship between business and public service organisations. Businesses will be more engaged with their local communities and have high environmental standards. There will be a better spread of household incomes in the county. Trade skills will be highly valued and young people will be better prepared for life and work.</i></p>	<p>More mixed, better balanced</p> <p>Stronger relationships between business and the public sector</p> <p>Businesses better connected with local communities</p> <p>High environmental standards</p> <p>Better spread of household incomes</p> <p>Young people better prepared for life and work</p>	<ol style="list-style-type: none"> 1. To develop high tech systems in order to provide integrated real time and predictive information to all businesses and individuals living, working or passing through Surrey, thus enabling them to make better choices about transport. 2. To engage closely with all Surrey businesses to demonstrate the benefits and provide them with the incentives and tools to enable them to adopt a more sustainable approach to transport issues by, for example, minimising the need to make journeys and adopting a more flexible approach to the way their employees work. 3. To tackle identified congestion hotspots in order to reduce their financial impact on business, whilst, at the same time, ensuring that the number of trips made using the highway network, particularly in the peak period, does not increase in the short term, and has decreased substantially by 2020. 4. To work with business, transport providers and the community to across the whole of Surrey, to ensure the cost effective delivery of goods and materials, whilst minimising the environmental impact of such movements, by means such as Freight Quality Partnerships.

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		<ol style="list-style-type: none"> 5. To use the accessibility planning process to provide data and to determine programmes in order to increase the employment rate for people with disabilities and to enable those without direct access to a car to take up education and employment opportunities. 6. To take a leading role in improving surface access to both Heathrow and Gatwick by bus and train, and to continue to work with other local authorities, the regional authorities, government and the rail industry in order to deliver the AirTrack project by 2015 at the very latest, which will provide direct rail services from Surrey to Heathrow Airport.
<p>2. Travel, access and mobility in Surrey</p> <p><i>Getting around the county will be easier with transport increasingly integrated and locally managed with incentives and more options to reduce congestion and pollution. People in Surrey will not automatically choose the car as their first choice as there will be attractive alternatives, giving more options in terms of the time of day that people can travel and the types of transport available. Travel options will be better organised through travel interchanges around the county. In addition the county will be looking to take advantage of the airports by</i></p>	<p>Better integration</p> <p>More alternatives, modal choice</p> <p>Less congestion and pollution</p> <p>Travel interchanges</p> <p>Links to airports, supporting businesses</p>	<ol style="list-style-type: none"> 1. To have developed high tech systems in order to provide integrated real time and predictive information to all businesses and individuals living, working or passing through Surrey, thus enabling them to make better choices about transport. 2. To have introduced traffic management measures which enable us to make the optimum use of both highway and public transport capacity through implementing parking management plans across the county, through the identification of all congestion hot spots and using Urban Traffic Management and Control Systems to proactively tackle problems, and through the implementation of measures such as freight quality partnerships in every major urban area. 3. To have worked with public sector organisations to introduce travel plans across the county, to have persuaded all schools in both the public and private

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<p><i>developing good links to the airports around the county, helping a range of support industries thrive</i></p>		<p>sectors to implement travel plans, and to have persuaded all major employers in the private sector to introduce travel plans under the Surrey Travel Plan Partnership banner.</p> <p>4. To have achieved significant improvements in the quality and attractiveness of bus services, particularly in the regional hubs of Guildford, Woking and Redhill/Reigate, the transport interchange at Staines, and the major all-purpose centres of Camberley and Epsom. The primary means of achieving this will be through Bus Quality Partnerships and Bus Punctuality Improvement Partnerships, which will include the introduction and extension of bus priority measures, and the extension of demand responsive transport services in the rural and smaller urban areas. In order to achieve the desired impact, the County Council may need to consider implementing bus Quality Contracts.</p> <p>5. Local road improvement schemes will be considered where they represent good value for money in terms of their impacts on safety or where they can relieve serious congestion, but only provided that they do not encourage additional car journeys.</p> <p>6. Our strategy for the management and maintenance of the transport network will be determined by the overarching application of an asset management approach, which will optimise the value of our transport assets over their whole life. The Surrey Transport Asset Management Plan (STAMP) is designed to improve the management of risk, the ability to audit performance against defined levels of service, reduce lifecycle costs, enable us to predict</p>

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		<p>accurately the consequence of funding decisions over the period of this strategy, and demonstrate clearly a prudent management of all our transport assets.</p> <ol style="list-style-type: none"> <li data-bbox="1263 400 2080 667">7. Surrey is a relatively large authority, and we believe that we are well positioned to engage in assisting the activities of regional and national transport organisations. We hope to use our influence to help shape transport options at both the regional and national level, particularly in developing policies and measures for improved integration between cars, trains, buses, taxis and park and ride, and by leading public debate on possible future options. <li data-bbox="1263 708 2080 1142">8. Surrey has a number of declared Air Quality Management Areas (AQMAs), and it is our intention to tackle the part played by local road transport in contributing to such air quality problems. Whilst recognising the major role of aviation and the motorway and trunk road network in this area, we wish to develop a strategy which would result in there being no AQMAs in Surrey by 2020. Coordinated action with the Highways Agency and British Airports Authority will be essential for this to be successful. The strategy would include a number of measures, such as better traffic management, increased use of public transport, travel planning techniques, low emission vehicles and the use of specialised fuels. <li data-bbox="1263 1184 2080 1378">9. To continue to implement a comprehensive accessibility planning framework, which investigates the ability of people to access places of work, learning, health care, shopping, leisure and exercise facilities. The schemes and initiatives deriving from this framework to improve accessibility will encourage participation and retention in

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		<p>education, reduce inequalities in health and help people move from welfare to work.</p> <p>10. We will continue to deliver a comprehensive programme focussed on safety and security issues, in particular to continue to reduce casualty figures for all classes of road user through the promotion of safe driving education, safety schemes and to tackle security issues of concern to the public, such as the provision of improved street lighting.</p> <p>11. To ensure the benefits of aviation are harnessed and the adverse impacts mitigated in Surrey's interest by ensuring any further expansion at Heathrow is supported by more investment in surface access provision, in particular the Airtrack project, which will provide direct rail services from Surrey to Heathrow Airport. To take a leading role in improving surface access to Gatwick by bus and train, by continuing to support the Gatwick legal agreement and opposing further expansion at Gatwick, and by working proactively with BAA, neighbouring authorities and transport providers to improve infrastructure and services to tackle congestion.</p>
<p>3. Housing and associated development in Surrey</p> <p><i>By 2020 it will be easier for people to find accommodation to suit all needs. Arrangements to protect the rented housing stock will have been developed and the public services, in partnership with housing</i></p>	<p>Meet all needs</p> <p>Protect rental stock</p> <p>More options</p> <p>Supporting infrastructure</p> <p>Environmental and social standards</p>	<p>1. Development should only be permitted where it can be made compatible with transport infrastructure</p> <p>2. Development proposals should include measures to encourage walking, cycling and the use of public transport</p> <p>3. Where the transport implications of development would lead to a harmful impact on other people or the environment, mitigation measures should be included</p>

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<p><i>associations, will have developed a range of attractive, quality housing options. These developments will have good supporting infrastructure and meet high environmental, social and technological standards. People in Surrey will have worked with public services and businesses to reconcile the challenge of protecting the environment whilst at the same time ensuring that it is easier for young people and key workers in particular to live in the county.</i></p>		<ol style="list-style-type: none"> 4. To use accessibility planning techniques to ensure that there is good access to jobs, particularly for key workers and young people 5. To focus investment in transport improvements on the three regional hubs in Surrey, that is Guildford, Woking and Redhill/Reigate, and any other areas identified as being subject to significant new development
<p>4. Changing lifestyles in Surrey</p> <p><i>Home working will be increasingly common with different solutions ensuring that the work experience still has social benefits. It will be possible to work in a variety of ways and for several organisations at once. There will be strong social acceptance that education and learning is important and necessary for people of all ages. There will be an increasing focus on local early intervention to help ensure success at school and inclusion of young people in their community. There will a greater focus on healthy and</i></p>	<p>Homeworking</p> <p>Education and learning for life</p> <p>Inclusion of young people</p> <p>Healthy lifestyles</p> <p>Sustainable lifestyles</p> <p>Working locally</p> <p>Increased volunteering</p>	<ol style="list-style-type: none"> 1. To engage closely with all Surrey businesses to demonstrate the benefits and provide them with the incentives and tools to enable them to adopt a more sustainable approach to transport issues by, for example, minimising the need to make journeys and adopting a more flexible approach to the way their employees work. 2. To continue to implement a comprehensive accessibility planning framework, which investigates the ability of people to access places of work, learning, health care, shopping, leisure and exercise facilities. The schemes and initiatives deriving from this framework to improve accessibility will encourage participation and retention in education, reduce inequalities in health and help people move from welfare to work.

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<p><i>sustainable lifestyles so that related illnesses will have declined and communities' impacts on the environment will have decreased. People will have more opportunity to work locally, increasing the time available for volunteering and social activities. Traditional retirement will be a thing of the past, with people having more opportunity to contribute to their communities in a wider variety of ways.</i></p>		<p>3. To work through the Countywide Transport Plan Partnership to ensure that our transport strategy and associated programmes assist in achieving the objectives of our public sector partners, in particular, the education, health and voluntary sectors.</p>
<p>5. Communities, culture and identity of Surrey</p> <p><i>Surrey will be recognised as a county that clearly values its natural and cultural heritage and will be regarded predominantly as a county of green spaces, individual and distinctive villages, market towns and urban areas that together provide the people of Surrey with a sense of belonging and identity. The county will be known for its ability to accommodate and value diverse communities and it will be seen as distinctive from and more independent of London. Whilst there will be more developments, fewer will be gated, as people will feel safer and more connected with</i></p>	<p>Value natural and cultural heritage</p> <p>Distinctive villages and towns</p> <p>Diverse communities</p> <p>Different to London</p> <p>Less gated</p> <p>Self help among communities</p> <p>Vibrant town centres and living villages</p> <p>Self confident</p>	<p>1. To continue to encourage local communities to become involved in transport matters through local liaison arrangements at parish and town council and amenity group level (including active involvement in arranging transport services, where appropriate), through input into the local transport programme process and through the established arrangements for area based public transport forums.</p>

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<p><i>their communities. There will be a greater focus on communities working together to help themselves and provide support to vulnerable and at risk groups. Towns will be vibrant, managing to appeal to all ages and walks of life and village communities and their infrastructure will have been maintained. Surrey will be more self confident and proud of its diversity</i></p>		
<p>6. The future of public service delivery and democracy in Surrey</p> <p><i>Public services will have developed new ways of working together to provide their customers and citizens with more efficient streamlined services. It is probable that new governance arrangements will have been established with substantially more people involved in planning and directing services. The public will benefit from and value strong, coordinated community leadership from the public services, voluntary groups and businesses to help them resolve the challenges that the county faces in improving quality of life and well-being.</i></p>	<p>New ways of working together with streamlined services</p> <p>New governance</p> <p>Strong community leadership</p>	<p>1. To work through the Countywide Transport Plan Partnership to ensure that our transport strategy and associated programmes assist in achieving the objectives of our public sector partners, in particular, the education, health and voluntary sectors.</p>